INTERAGENCY REQUEST FOR TEMPORARY FLIGHT RESTRICTION

REQUEST ATTACHED TO RESOURCE ORDER NUMBER: REQUEST #:	DATE: TIME:	BY:
REQUEST MADE TO WHICH FAA ARTCC (List military contacts on reverse):	FAA PERSON'S NAME:	PHONE:

1. Name and organization of persons requesting disaster area designation: _____

2. Brief description of the incident (wildfire, accident, etc.): _____

3a. Estimated length of time disaster area is to be designated: From: _____

3b. To (for wildfires, "To" is usually "Until Lifted"): _____

3c. Can restriction be lifted at night and if so, specify hours not in effect: _____

4a. Name of agency conducting relief activity: _____

4b. Telephone number: _____

5. Description of the affected area or incident (use incident centerpoint):

VOR NAME	RADIAL (Degrees)	DISTANCE (NM)	LATITUDE	LONGITUDE

6. Nature of airborne relief operations: _____

7. Location of relief aircraft operating base(s) (eg, airtanker base): _____

8a. The dispatch contact point for handling news media or other requests to operate at altitudes used by relief aircraft: _____

8b. Phone: _____ 8c. VHF-AM Frequency: _____

9. Altitude restrictions: Horizontal: _____ NM Radius from incident centerpoint requested (Standard is 5 NM; Adjust According To Need)
Vertical: Highest elevation (MSL) at incident or of On-Scene A/C operating base: _____'
+ (2000' is standard; adjust according to need): _____'
= Restriction to this altitude MSL: _____'

10a. SPECIAL-USE AIRSPACE WITHIN WHICH INCIDENT IS LOCATED (if applicable) :

10b. ROUTE #	SCHEDULING ACTIVITY	SEGMENT(S):	10b. ROUTE #	SCHEDULING ACTIVITY	SEGMENT(S)

11. Coordination Facility (nearest AFSS/FSS to disaster site): _____

NOTAM # _____ ISSUED AT _____ (Time) On ___/___ (Date) FAA Area Manager's Initials:

12. Date/Time TFR Cancelled: _____ By: _____

DOCUMENTATION OF CONTACTS REQUESTING DECONFLICTION OF AIRSPACE BY THE MILITARY

I. MILITARY TRAINING ROUTES (MTRs)

REQUEST CLOSURE OF SEGMENTS OR RESTRIOCTION (eg, ALTITUDE ADJUSTMENT) OF THE FOLLOWING MTRs:

DATE / TIME	SCHEDULING ACTIVITY	COMMERCIAL PHONE NUMBER	DECONFLICTION REQUESTED ON			CONTACT MADE TO (SCHEDULER NAME)	CONTACT MADE BY (DISPATCHER NAME)	IS ROUTE HOT? (Y/N)	REMARKS/ (DAILY CONTACTS)	RESTRICTION LIFTED (DATE/TIME AND CONTACTS)
			ROUTE #	FROM POINT	TO POINT					

II. SPECIAL-USE AIRSPACE (SUA) (MOAs, RAs, etc.)

RELAY INFORMATION ON REVERSE ("INTERAGENCY REQUEST FOR TEMPORARY FLIGHT RESTRICTION") TO THE SCHEDULIN AGENCY AND/OR MILITARY ATC FACILITY

DATE / TIME	SCHEDULING AGENCY OR ATC	PHONE NUMBER	REQUEST RELAYED TO (SCHEDULER NAME)	REQUEST RELAYED BY (DISPATCHER NAME)	REMARKS/ (DAILY CONTACTS)	RESTRICTION LIFTED (DATE/TIME AND CONTACTS)

28.14 (EXHIBIT 14)
SAFECOM FORM

SAFECOM
Aviation Safety Communique

Reported By (Optional)
Name:_____Phone:_____
Office:_____Date:___/___/___
Organization:_____

EVENT
Day:___/___/___ Local Time:_____ Injuries: Y__ N__ Damage: Y__ N__
Location:_____ State:_____
Airport, City, Lat/Long, or Name

MISSION
Type_____
Procurement_____
Pax, Cargo, Recon, Sling, Longline, etc. Contract, CWN, Rental, Fleet, etc.

Number of Persons Onboard_____ Special Use? Y__ N__ Haz Mat Onboard? Y__ N__

Departure Point_____

Destination_____

AIRCRAFT
Registration No. (N#)_____ Manufacturer_____
Model_____
Owner/Operator_____
Pilot_____

Narrative Please provide a brief explanation of the event

CORRECTIVE ACTION

Send to:
U.S. Forest Service - Local Forest and Regional Aviation Safety Officer in which the event took place.
U.S. Department of the Interior - Through Bureau channels to OAS Aviation Safety Manager, P.O. Box 15428, Boise, Idaho, 83715-5428 or submit electronically through SAFETYNET at (208) 387-5823.

This form is used to report any condition, observance, maintenance problem, act or circumstance which has potential to cause an aviation-related mishap

Coding: For use of Regional Aviation Safety Manager.
– – – – – – — — — —

Form OAS-34 (FS 5700-14) Jan 96 Data Tracking_____

28.15 (EXHIBIT 15)
Idaho BLM Fire Aviation Orientation Guide
Airspace Boundary Management Plan

I. PURPOSE:

The requirement for increased management and coordination is due to the possibility of two or more agencies/cooperators conducting simultaneous, uncoordinated aviation operations within those areas which would unknowingly put the responding aerial operations within close proximity to another, placing aircraft and crews at risk. The purpose of this plan is to identify such boundaries and initial attack zones and provide means of communication, coordination, and airspace deconfliction within those areas.

Aerial operations on, or adjacent to agency/cooperator boundaries, and areas where a neighboring agency/cooperator provides fire suppression on lands administered by the adjoining agency/cooperator ("mutual aid", "shared", or "exchanged" initial attack areas or zones) require increased management and coordination.

II. GUIDELINES & PROCEDURES:

A. An imaginary 10 mile wide "neutral air" corridor will center on agency/cooperator boundaries. The "neutral air" for mutual or exchanged initial attack areas or zones will encompass the whole zone plus 5 miles outside the zones boundaries.

B. Any agency conducting aerial operations within a corridor or zone will immediately notify the adjoining agency/cooperator of such operations. This is accomplished to and from dispatch offices prior to the commencement of operations and when operations cease. Examples of aerial operations include recon, fire suppression missions, special aviation projects, resource management flights, helicopter logging, etc.

C. Agency aircraft will establish contact on the assigned air-to-air frequency. Should contact not be made the contact air-to-air frequency will be "Air Guard" 168.625 Mhz. This frequency will be designated for initial contact and coordination between converging aircraft within corridors and zones only when contact is not otherwise possible. Because this frequency is programmed as the default receive frequency in all agency and contract aircraft FM radios and is intended for initial contact and emergency purposes only, it is imperative that this frequency not be utilized for tactical or logistical purposes. If Guard is used to establish initial contact, aircraft are expected to switch to an alternative frequency (i.e. the local or incident air-to-air frequency, etc.).

D. When aircraft from two or more adjoining agencies/cooperators are being committed to the same general area of a corridor/zone:

1. Considering complexity, dispatch an Air Tactical Group Supervisor (ATGS).

2. Approaching aircraft will establish air-to-air frequency contact prior to entering the area.

3. Aircraft rely upon dispatch centers for current relevant information. Therefore, coordination between dispatch centers must occur prior to dispatch.

E. When an aircraft is dispatched to an incident within a corridor/zone and no other aircraft are known to be present:

1. The approaching aircraft will attempt to establish contact on the assigned frequency. If unsuccessful, Guard frequency 168.625 will be utilized.

2. Perform a high level recon prior to low-level activities.

3. Practice “see and avoid”.

4. The dispatch initiating the flight will notify and coordinate with the adjoining agency/cooperator dispatch.

F. Temporary Fligh Restrictions (TFRs) within or in close proximity to corridors/zones will be coordinated and information shared between the responsible dispatch offices.